

RESEARCH UPDATE
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Market Statistics in USD

Price	\$ 8.67
52 week Range	\$8.22 - \$12.20
Daily Vol (3-mo. average)	143,262
Market Cap (M)	\$ 663.5
Enterprise Value (M)	\$ 941.7
Shares Outstanding: (M)	76.5

Financial Summary in USD

Cash (M)	\$ 81.1
Cash/Share	\$ 1.06
Debt (M)	\$ 359.3
Equity (M)	\$ 165.0
Equity/Share	\$ 2.16

FYE: Dec **2025** **2026E** **2027E**
(all figures in M, expect per share information)

Total Revenues	\$ 27.5	\$ 38.8	\$ 66.3
Total Revenue y/y	87%	41%	71%

EBTIDA	\$ (21.7)	\$ (17.2)	\$ (0.1)
Net Income	\$ 7.3	\$ (31.9)	\$ (12.5)
Basic EPS	\$ 0.56	\$ (0.75)	\$ (0.32)

EV/Revenue	28.2x	24.2x	14.2x
EV/EBITDA	-35.7x	-54.6x	-8887.1x
P/E	15.6x	-11.5x	-26.8x


COMPANY DESCRIPTION

Sky Harbour Group Corp. develops, operates, and leases premium general aviation hangars, offering secure, efficient, and concierge-level home-based solutions for business aircraft owners. Founded in 2017 by Tal Keinan and headquartered in White Plains, NY, the Company is expanding its network of aviation campuses across the U.S., setting new industry standards in private aviation infrastructure. The Company's focus is designed to minimize delays and streamline aircraft operations, its facilities set new industry standards in efficiency, security, and customer service, redefining private aviation infrastructure.

SKY HARBOUR GROUP CORPORATION (NYSE: SKYH)
Company Updates

Sky Harbour's 1Q26 moved the investment focus toward lease-up, Phase II operating leverage, and funded project conversion. The key read-through was stronger re-lease pricing, OPF Phase II opening 68% leased, and a clearer path from construction spend to run-rate EBITDA. Over the next several quarters, investor focus should center on occupancy gains at newer campuses, margin capture from Phase II expansions, and the timing of BDL/ADS II contributions.

Quarterly Results: Revenue increased 56% y/y to \$8.7M, including \$6.5M of rental revenue and \$2.2M of fuel revenue, reflecting the early conversion of 2025 campus openings into recurring rental and fuel revenue. Net loss was \$9.0M versus \$9.1M in 1Q25, while cash used in operations improved to \$3.9M from \$5.1M. Implied direct campus margin, as we define it, improved to roughly 12%, reflecting higher revenue absorption against campus operating, fuel, and ground lease expenses. We would not overemphasize GAAP operating loss at this stage, as Sky Harbour continues to carry ground lease, staffing, and development costs ahead of revenue contribution from campuses under construction.

Leasing and Operating Performance: Leasing remains the clearest real-time indicator of embedded asset value. As of the May 13 update, stabilized campuses remained effectively full, with several above 100% economic occupancy, while lease-up assets continued to progress. OPF Phase II opened 68% leased at Tier 1 rates, providing an early proof point for the pre-leasing strategy and the economics of same-airfield expansion. The more durable pricing datapoint was Sky Harbour's re-lease activity, with approximately 119,000 square feet re-leased over the LTM period at a 23% revenue step-up after standard annual escalators, which are CPI-based with a 4% floor. For investors, this supports the scarcity value of controlled hangar capacity in constrained business aviation markets.

Construction and Development: Constructed assets plus cost of construction reached more than \$352M at quarter-end, up approximately \$75M y/y, reflecting the accelerated buildout underway across the portfolio. OPF Phase II was delivered on time and on budget, while BDL, ADS Phase II, SLC, and POU remain on schedule and on budget. Management also noted current GMPs of \$244.37 per square foot, down from \$253 previously, which matters because lower build costs improve yield-on-cost potential and expands the set of viable future airports. The development read-through is that Sky Harbour is increasingly managing a multi-project construction cadence, with a larger revenue contribution expected to emerge as these assets open and lease up.

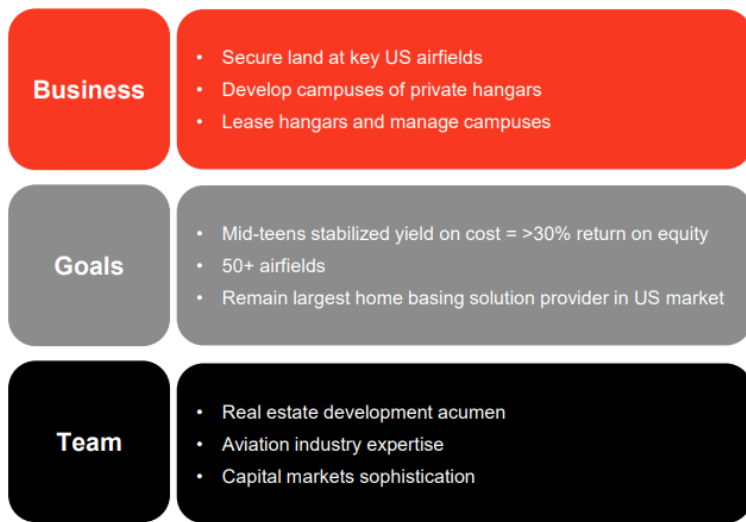
Balance Sheet and Guidance: Sky Harbour ended 1Q26 with \$187.6M of cash, restricted cash, investments, and restricted investments, with total available resources of approximately \$368.2M including the JPM warehouse facility. The Company also completed its \$150M Series 2026 tax-exempt financing at a 6.00% rate. Management guided to year-end 2026 annualized revenue run-rate of \$42M–\$46M and adjusted EBITDA run-rate of \$4M–\$6M, up from 1Q26 run-rates of \$34.9M and \$(6.0)M. Importantly, the guidance is primarily supported by OPF Phase II lease-up and improved DVT/APA occupancy, while excluding BDL and ADS Phase II contribution, preserving a cleaner bridge into 2027.

Valuation: We use a Discounted Cash Flow Analysis to guide our valuation of SKYH. Our DCF analysis produces a valuation range of \$11.38 to \$18.28 with a mid-point of \$14.22. This analysis relies on a range of discount rates between 8.75% and 9.25% with a midpoint of 9.00% and accounts for SKYH's debt being assumable, which has an estimated blended interest rate of 4.25%.

Business Overview

Sky Harbour Group Corporation is a pioneering aviation infrastructure company dedicated to developing the first nationwide network of private hangar campuses in the United States. The Company's mission is to address the persistent shortage of high-quality hangar space for business aviation, a sector experiencing significant demand growth. By offering an exclusive network of Home-Basing campuses for business aircraft, Sky Harbour aims to provide private aircraft owners and operators with a secure, efficient, and premium home for their aircraft.

Exhibit 1: Sky Harbour Business Overview



Source: Corporate Presentation

Sky Harbour's business model is built on a real estate development and aviation service framework. The Company secures long-term leases on strategically located airport land and develops high-end, private hangar campuses tailored to meet the needs of business aviation clients. As a green field development SKYH shareholders participate in all of the upside as new leases are signed. Additionally, due to the greenfield status, the Company funds development with tax exempt debt further adding to the attractiveness of the projects. These campuses are not just physical hangar spaces; they are comprehensive service hubs that offer concierge-level services designed to optimize aircraft management, improve security, and enhance convenience for aircraft owners.

The Company's approach is a significant departure from the traditional community hangar model, which often presents operational inefficiencies, security risks, and logistical challenges for high-net-worth individuals and corporations operating private jets. Instead, Sky Harbour delivers a differentiated offering that caters to the growing segment of the business aviation market that values exclusivity, privacy, and high-end services. This unique positioning allows Sky Harbour to attract a clientele that seeks more than just storage space for their aircraft; they seek a seamless, premium experience.

Sky Harbour's growth strategy is centered on expanding its footprint to major business aviation hubs across the United States. By leveraging a proven site selection and acquisition methodology, the Company aims to establish itself as the leading provider of private hangar infrastructure in North America. This strategy involves identifying airports with significant demand-supply imbalances for high-quality private hangar space and securing long-term leases at these locations. Efficiencies are driven by the Company having a vertically-integrated metal building manufacturer and one national leasing team.

In addition to its real estate and service offerings, Sky Harbour integrates advanced technology and design into its hangar campuses. Each facility is constructed using a standardized design approach, which allows the Company to streamline development timelines and reduce costs while maintaining high standards of quality. This operational efficiency is a key component of Sky Harbour's business model, enabling the Company to scale its operations effectively and deliver consistent value to its clients.

Overall, Sky Harbour Group Corporation is uniquely positioned within the business aviation infrastructure sector. By addressing a critical shortage of high-quality hangar space, leveraging a scalable development

model, and capitalizing on industry growth trends, the company is poised for significant expansion in the coming years. Sky Harbour's innovative approach and commitment to excellence make it a leader in the niche but highly lucrative business aviation infrastructure market.

Segment Overview

Sky Harbour Group Corporation's business model revolves around the development, leasing, and management of private aviation hangars, segmented into several core areas. The primary business activity, private hangar development, involves acquiring long-term ground leases at key airports and constructing purpose-built private hangar campuses. These facilities are designed with high-end finishes, state-of-the-art security, and optimal operational efficiency to cater to business jet owners.

Private Hangar Development & Leasing and Property Management

Each campus is constructed using a standardized design approach, allowing the Company to streamline development timelines and reduce costs while maintaining quality. As of the 1Q26 update, Sky Harbour had operating or lease-up campuses across Sugar Land Regional (SGR), Nashville International (BNA), Miami Opa-Locka Executive Phase I and Phase II (OPF), San José Mineta International (SJC), Camarillo (CMA), Phoenix Deer Valley Phase I (DVT), Dallas Addison Phase I (ADS), and Denver Centennial Phase I (APA). The Company also had BDL, ADS Phase II, SLC, and POU under construction and on schedule/on budget, while additional campuses remained in development or pre-construction across PWK, SWF, ORL, IAD, TTN, HIO, LGB, and FTW. This phased buildout reinforces Sky Harbour's strategy of securing scarce airport real estate while converting funded construction into recurring rental revenue over time.

Exhibit 2: Sky Harbour's Development Highlights

PROPERTIES IN OPERATION						
Facility	Completion Date	Hangars	Rentable Square Footage	% of Total Rentable Square Footage	Occupancy at March 31, 2026	Economic Occupancy at March 31, 2026 ⁽¹⁾
SGR	December 2020	7	66,080	7.1%	100.0%	100.0%
BNA	November 2022	10	149,069	16.0%	100.0%	101.7%
OPF Phase I	February 2023	12	160,092	17.2%	97.6%	97.6%
DVT Phase I	April 2025	8	134,270	14.4%	70.6%	70.6%
ADS Phase I	June 2025	6	118,602	12.7%	85.5%	85.5%
APA Phase I	September 2025	9	130,664	14.0%	36.6%	36.6%
SJC Renovation	Existing facility	1	50,431	5.4%	100.0%	131.7%
CMA	Existing facility	4	121,931	13.1%	100.0%	102.1%
Total/Weighted Average		57	931,139	100.0%	84.6%	86.9%

⁽¹⁾ Economic Occupancy is measured as the total square footage of aircraft subject to leases divided by the total rentable square footage of the designated property. The square footage of individual aircraft is calculated by multiplying its respective length (i.e., from its nose to its tail) by its wingspan. We believe we can achieve Economic Occupancy in excess of 100% in our semi-private hangars due to stacking considerations and the manner in which we price such semi-private leases. Occupancy and Economic Occupancy are key performance indicators which may be calculated in a manner different than similar key performance indicators used by other issuers. These metrics are estimated opening metrics and not projections, our actual financial results, and are not indicative of current or future performance.

PROPERTIES IN DEVELOPMENT						
Facility	Status	Projected Construction Start (t)	Projected Completion Date (t)	Estimated Total Project Cost (\$mm) (t)	Hangars (t)	Rentable Square Footage (t)
ADS Phase II	In Construction	Q2 2025	Q1 2027	24.6 - 27.6	4	110,990
APA Phase II	In Development	TBD	TBD	30.4 - 33.6	3	57,570
CMA Phase I	In Development	Q2 2027	Q2 2028	26.0 - 35.0	3	92,680
BDL Phase I	In Construction	Q4 2026	Q4 2025	40.0 - 42.1	3	107,360
DVT Phase II	In Development	TBD	TBD	34.6 - 38.6	4	132,732
FTW Phase I	In Development	Q1 2027	Q1 2028	17.5 - 19.5	2	74,560
HIO Phase I	In Development	Q4 2026	Q1 2028	32.0 - 34.0	4	107,680
HIO Phase II	In Development	TBD	TBD	29.5 - 32.0	2	85,760
IAD Phase I	In Development	Q4 2026	Q1 2028	55.0 - 60.8	4	171,520
IAD Phase II	In Development	TBD	TBD	44.7 - 49.4	4	171,520
LGB Phase I	In Development	Q3 2027	Q1 2029	55.0 - 67.0	5	196,920
OPF Phase II	In Construction	Q1 2025	Q2 2026	39.3 - 39.6	3	111,201
ORL Phase I	In Development	Q2 2026	Q3 2027	39.5 - 43.6	4	133,640
ORL Phase II	In Development	TBD	TBD	35.2 - 39.0	3	128,640
POU Phase I	In Development	Q2 2026	Q3 2027	31.0 - 32.5	2	85,760
POU Phase II	In Development	TBD	TBD	18.3 - 20.3	1	42,880
PWK Phase I	In Development	Q4 2026	Q1 2028	37.0 - 42.0	3	128,640
PWK Phase II	In Development	TBD	TBD	TBD	4	171,520
SJC Phase II	In Development	Q3 2027	Q4 2028	17.1 - 17.9	1	28,000
SLC Phase I	In Construction	Q1 2026	Q1 2027	47.2 - 49.0	4	171,520
SWF Phase I	In Development	TBD	TBD	TBD	8	256,240
TTN Phase I	In Development	Q3 2026	Q4 2027	40.1 - 44.3	3	128,640
Total				694.0 - 767.8	74	2,695,973

Source: Corporate 10q

Once developed, Sky Harbour leases these dedicated hangar spaces to business aircraft owners under multiyear agreements, with management noting the average lease term is now significantly less than five years. The dedicated, private hangar model significantly reduces the risk of aircraft damage common in shared hangar settings and enhances aircraft security and operational readiness. The Company has seen robust leasing activity following the recent openings of campuses in Phoenix and Dallas and anticipates additional lease-ups for its Denver campus in the coming months.

Concierge Aviation Services

Beyond real estate, Sky Harbour integrates aviation service elements into its offering. Each campus provides tenants with services such as aircraft fueling and ground support, ensuring a seamless ownership experience. This holistic approach differentiates Sky Harbour from traditional hangar providers that cater to transient, not based, aircraft and adds additional fuel revenue beyond lease payments. The concierge aviation services

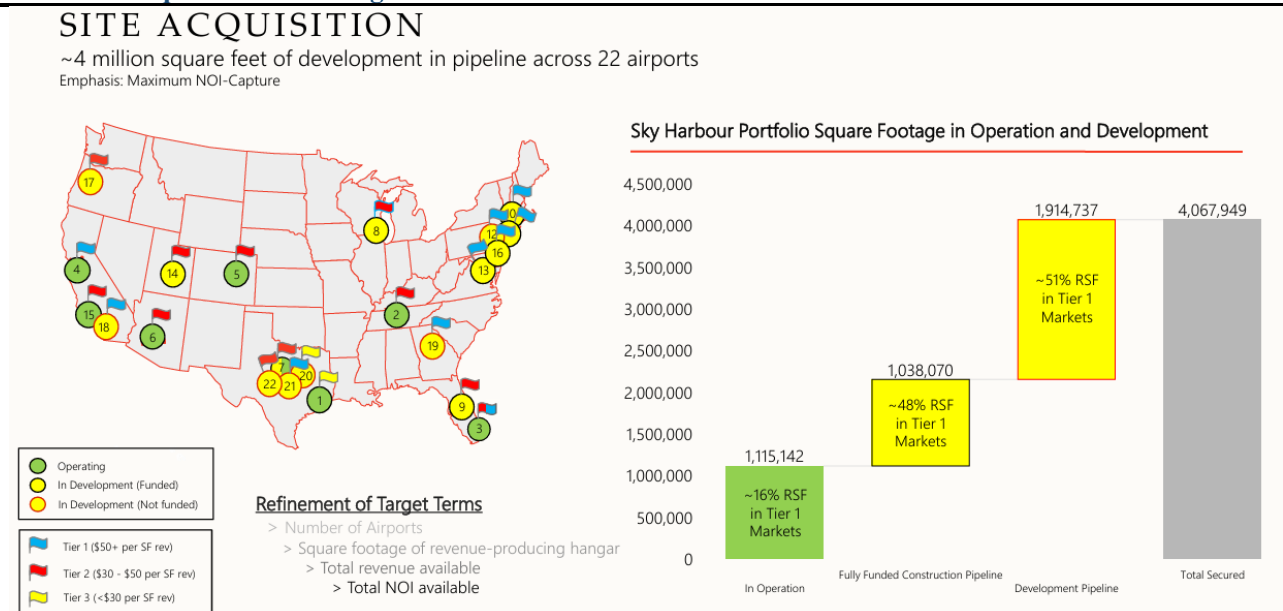
segment has contributed to increased customer satisfaction and retention, further solidifying Sky Harbour's market position.

Expansion Through Strategic Site Selection

Sky Harbour employs a proprietary site selection methodology, targeting airports with significant demand-supply imbalances for high-quality private hangar space. The Company prioritizes locations where business aviation activity is growing, and suitable infrastructure is limited. This strategic site selection has enabled Sky Harbour to expand its footprint effectively, with new projects soon to be completed in Denver, Phoenix, and Dallas.

By leveraging its expertise in aviation real estate and development, Sky Harbour is positioning itself as a leader in the niche but highly lucrative business aviation infrastructure sector. The Company's ability to secure prime locations, coupled with its comprehensive service offerings, ensures a competitive edge in meeting the growing demand for private hangar space.

Exhibit 3: Acquisition & Scaling Overview



Source: Corporate Presentation

Growth Drivers

Sky Harbour is well-positioned to capitalize on multiple growth drivers that support its expansion strategy and long-term financial performance.

1. Increasing Demand for Business Aviation

The business aviation sector has witnessed steady growth over the past decade, driven by rising corporate profits, globalization, and an increasing preference for private air travel. The COVID-19 pandemic further accelerated this trend as individuals and corporations sought safer, more flexible travel alternatives to commercial airlines. The continued expansion of the U.S. business jet fleet directly translates into increased demand for high-quality hangar space, a core focus area for Sky Harbour.

2. Chronic Hangar Supply Shortage

One of the most significant challenges in the business aviation industry is the limited availability of high-quality hangar infrastructure. Data from industry sources indicate that hangar occupancy at major business aviation airports often exceeds 100%. It's important to note that hangar occupancy percentage is a different metric from the hangar supply/demand imbalance at an airfield. However, this metric still highlights the significant demand for hangar space, validating it as a key growth driver. Sky Harbour's strategy to develop exclusive private hangar campuses addresses this unmet need, making its offering particularly attractive to aircraft owners seeking security, convenience, and premium services.

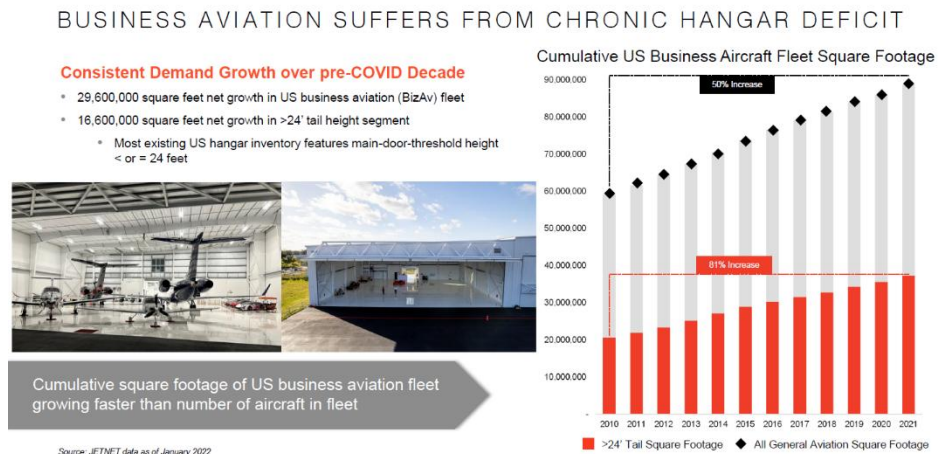
3. Strategic Location Expansion

Sky Harbour's growth is fueled by a robust pipeline of new development projects. The Company has secured long-term leases at multiple key airports across the U.S. and is actively expanding its portfolio. The Company's disciplined approach to site selection ensures that each new campus is located in a market with strong demand and favorable economic conditions.

4. Scalable Business Model and Operational Efficiency

By standardizing its hangar designs and leveraging a vertically integrated development model, Sky Harbour can achieve economies of scale as it expands. This efficiency translates into lower costs per project and higher profitability over time. Additionally, the company's ability to finance developments through federally-tax exempt municipal bond offerings enhances its capital efficiency and reduces its cost of funding.

Exhibit 4: Industry Shortage



Source: Corporate Presentation

5. Additional Revenue Streams

While Sky Harbour's primary source of revenue is leasing hangar space, the Company is also positioned to generate revenue from ancillary services such as fuel sales, maintenance services, and aircraft management. These additional revenue streams help diversify income sources and strengthen the overall financial resilience of the business.

Market Overview

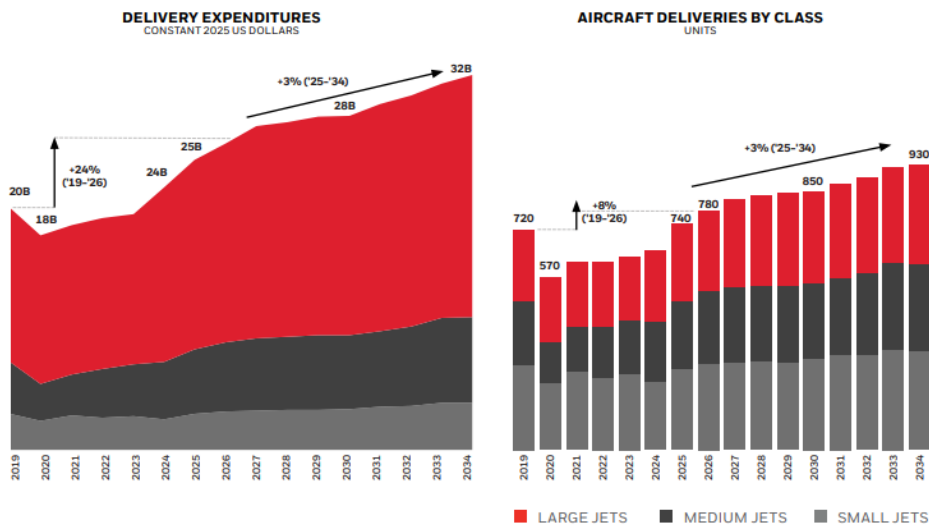
Sky Harbour operates in a highly specialized segment of the aviation infrastructure market. The business aviation sector in the U.S. is substantial, comprising thousands of private jets and corporate aircraft that require dedicated storage and operational facilities. This market is driven by several key factors that position Sky Harbour favorably.

The demand for business aviation services continues to grow, driven by increased private jet ownership and corporate aircraft usage. According to industry reports, the global business aviation market is projected to see significant growth, with Honeywell's Global Business Aviation Outlook forecasting 8,500 new business jet deliveries valued at \$280 billion over the next decade. In 2026 alone, deliveries are expected to rise by 5.5% compared to 2025.

This growth is fueled by rising corporate profits, globalization, and an increasing preference for private air travel, particularly in the wake of the COVID-19 pandemic. The total square footage of the U.S. business aviation fleet has been expanding at a faster rate than the number of aircraft, indicating a growing need for larger and more sophisticated hangar facilities. This trend aligns perfectly with Sky Harbour's premium private hangar model, which caters to the increasing demand for high-quality, exclusive hangar space.

The aviation infrastructure sector presents significant barriers to entry, including regulatory challenges, long-term lease negotiations, and high capital investment requirements. Sky Harbour's established relationships with airport authorities and its ability to navigate these complexities provide a competitive advantage, making it difficult for new entrants to replicate its model at scale.

Exhibit 5: Business Aviation Market Outlook



Source: Honeywell Aerospace (2025 Global Business Aviation Outlook)

The Company's proprietary site selection methodology and strategic long-term leases at key airports further strengthen its market position.

The competitive landscape of the aviation infrastructure market is characterized by a few key players, with most existing providers operating under a traditional community hangar model. This model does not offer the same level of exclusivity and personalized service as Sky Harbour. By focusing on private, high-end aviation infrastructure, Sky Harbour differentiates itself from fixed-base operators (FBOs) that primarily offer fuel services and shared hangar spaces.

This unique positioning limits direct competition and enhances Sky Harbour's appeal to high-net-worth individuals and corporations seeking premium services.

Despite macroeconomic fluctuations, the business aviation sector has historically demonstrated resilience due to the high net worth of its clientele and the essential nature of corporate travel. The aviation infrastructure market, valued at approximately ~900 billion, is projected to grow at a compound annual growth rate (CAGR) of over 4.2% between 2024 and 2032.

Aviation real estate is considered a strong asset class with long-term value appreciation, further strengthening Sky Harbour's market positioning.

The integration of emerging technologies, such as artificial intelligence and IoT, is set to revolutionize the operational landscape, paving the way for smarter, more efficient airport experiences.

In summary, we believe Sky Harbour Group Corporation is uniquely positioned within the business aviation infrastructure sector. By addressing a critical shortage of high-quality hangar space, leveraging a scalable development model, and capitalizing on industry growth trends, the Company is poised for significant expansion in the coming years.

Risks

Interest Rates – High interest rates have historically impacted the value of real estate. SKYH’s business model is sensitive to volatile movements in interest rates as a result of its leverage, SKYH could see a reduction in the value of its assets as well as a rise in the cost of debt should rates remain volatile.

Tenants – Weakening economic conditions could cause SKYH’s tenants to be unable to meet obligations. Any failure to meet these obligations would result in a significant impact on SKYH’s operations.

Regulatory - The Company relies on a regulatory system that prioritizes and allows for the bidding on long term leases. Should the regulatory system change it would inhibit SKYH from securing additional leases, thus capping the Company’s growth potential.

Geography – The locations of SKYH’s geographic markets pose environmental and economic risks. Immobile hard assets are subject to environmental disasters which could damage the properties.

Profitability - The Company has no history of net income, dividends, or cash flow and there can be no assurance that the Company will be profitable going forward. In the case that the Company cannot create enough revenue to sustain on-going business activities, Sky Harbour’s only source of financing will be through the sale of existing securities or borrowing.

Exhibit 6 : Global Aviation Infrastructure Market

Global Aviation Infrastructure Market, 2024-2032 (USD Billion)



Source: Zion Market Research

BALANCE SHEET

Sky Harbour Group Corporation Consolidated Balance Sheets (\$M) Fiscal Year End: December														
ASSETS	FY 2021	FY 2022	FY 2023	Q1 Mar-24	Q2 Jun-24	Q3 Sep-24	Q4 Dec-24	FY 2024	Q1 Mar-25	Q2 Jun-25	Q3 Sep-25	Q4 Dec-25	FY 2025	Q1 Mar-26
Cash	6.8	2.2	60.3	2.6	25.0	3.5	42.4	42.4	51.1	8.6	23.5	20.7	20.7	12.1
Restricted Cash	197.1	39.2	12.0	99.5	97.3	70.6	51.9	51.9	32.5	23.5	13.0	16.3	16.3	69.0
Investments	-	24.9	11.9	37.0	10.1	19.5	19.0	19.0	-	31.0	-	-	-	-
Restricted Investments	-	114.6	88.2	20.2	16.7	16.7	13.8	13.8	13.8	11.5	11.5	11.5	11.5	106.5
Accounts Receivable, Prepaid Exp and other	3.1	4.4	6.0	8.2	6.8	6.2	8.6	8.6	9.5	9.2	12.3	14.2	14.2	17.4
Cost of Construction	25.0	48.2	64.2	71.7	92.0	120.4	144.9	144.9	103.7	84.1	42.2	60.8	60.8	86.0
Constructed Assets	14.5	39.7	77.3	76.8	77.2	79.8	110.3	110.3	173.6	211.4	266.0	267.7	267.7	266.4
ROU Assets	56.9	56.7	70.5	116.7	124.6	127.8	147.8	147.8	149.2	167.1	166.4	178.0	178.0	182.0
Long Lived Assets	0.4	1.2	11.8	11.8	11.9	12.2	14.7	14.7	17.2	19.0	20.4	21.4	21.4	22.4
Lease Intangible Assets, net	-	-	-	-	-	-	3.0	3.0	2.9	2.9	2.8	2.7	2.7	2.6
Assets	303.9	331.2	402.2	444.4	461.6	456.8	556.6	556.6	553.7	568.1	558.0	593.2	593.2	764.5
LIABILITIES AND SHAREHOLDERS' EQUITY														
Account Payable	11.0	14.2	16.7	13.8	26.0	21.2	27.7	27.7	28.4	29.5	24.6	37.4	37.4	32.5
Operating Lease Liability	61.3	53.5	69.4	116.4	125.5	130.0	152.8	152.8	155.7	175.4	176.7	190.2	190.2	196.6
Loans Payable and Finance Lease Liabilities	-	-	162.4	8.9	8.4	8.0	7.5	7.5	7.1	6.7	6.3	20.5	20.5	49.7
Bonds Payable	160.7	162.2	9.3	162.5	162.5	162.6	162.6	162.6	162.7	162.7	162.8	162.8	162.8	309.5
Warrants Liability	-	2.9	12.0	27.3	19.6	35.6	46.1	46.1	48.7	26.9	23.9	10.3	10.3	11.1
Liabilities	232.9	232.8	270.0	328.8	342.0	357.3	396.7	396.7	402.5	401.1	394.2	421.2	421.2	599.5
Preferred Stock	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Class A Stock	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Class B Stock	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Additional Paid-in Capital	-	29.6	88.2	91.8	92.8	93.6	168.6	168.6	169.2	170.6	172.1	173.5	173.5	175.3
Accumulated Deficit	-	(3.2)	(19.4)	(38.3)	(32.5)	(51.1)	(64.6)	(64.6)	(71.0)	(53.5)	(55.4)	(45.8)	(45.8)	(51.4)
Accumulated Other Comprehensive Income	-	(0.1)	0.3	0.7	0.1	0.0	0.1	0.1	-	0.1	-	-	-	0.2
Total Parent Net Equity	-	26.3	69.2	54.2	60.3	42.6	104.1	104.1	98.2	117.2	116.8	127.7	127.7	124.2
Minority Interest	16.9	72.1	63.1	60.9	59.2	57.0	55.7	55.7	52.9	49.9	47.1	44.2	44.2	40.8
Total Consolidated Equity	16.9	98.4	132.2	115.1	119.6	99.5	159.8	159.8	151.2	167.0	163.9	172.0	172.0	165.0
Total Liabilities and Shareholders' Equity	303.9	331.2	402.2	443.8	461.6	456.8	556.6	556.6	553.7	568.1	558.0	593.2	593.2	764.5
Liquidity														
Current Ratio	2.9x	2.7x	2.1x	1.3x	1.0x	0.8x	1.4x	1.4x	0.6x	0.4x	0.3x	1.4x	1.4x	0.9x
Working Capital	70.96	98.37	132.25	115.60	119.57	99.53	159.82	159.82	151.15	167.05	163.86	171.97	171.97	165.01
Leverage														
Net Debt to Equity	1270.8%	217.1%	136.8%	247.8%	226.9%	298.4%	175.5%	175.5%	181.5%	201.2%	196.6%	205.2%	205.2%	329.5%
Net Debt to Capital	70.8%	64.5%	45.0%	64.2%	58.8%	65.0%	50.4%	50.4%	49.5%	59.2%	57.7%	59.5%	59.5%	71.1%

Source: Company Reports, Stonegate Capital Partners

INCOME STATEMENT

Sky Harbour Group Corporation																		
Consolidated Statements of Income (in \$M, except per share amounts)																		
Fiscal Year End: December																		
	FY 2022	FY 2023	FY 2024	Q1 Mar-25	Q2 Jun-25	Q3 Sep-25	Q4 Dec-25	FY 2025	Q1 Mar-26	Q2 E Jun-26	Q3 E Sep-26	Q4 E Dec-26	FY 2026E	Q1 E Mar-27	Q2 E Jun-27	Q3 E Sep-27	Q4 E Dec-27	FY 2027E
Rental Revenue	\$ 1.8	\$ 7.6	\$ 14.8	\$ 4.5	\$ 5.2	\$ 5.7	\$ 8.1	\$ 27.5	\$ 6.5	\$ 8.1	\$ 8.9	\$ 9.8	\$ 33.2	\$ 11.0	\$ 13.1	\$ 16.1	\$ 19.8	\$ 60.2
Fuel Revenue	-	-	2.1	1.1	1.4	1.6	1.9	6.0	2.2	1.0	1.2	1.2	5.7	1.3	1.4	1.6	1.8	6.1
Total Revenues	1.8	7.6	14.8	5.6	6.6	7.3	8.1	27.5	8.7	9.1	10.0	11.0	38.8	12.3	14.6	17.7	21.6	66.3
Campus Operating Expenses	-	-	4.0	1.9	2.2	2.1	2.5	8.7	2.6	3.2	3.5	3.9	13.2	4.4	5.2	6.4	7.9	23.8
Fuel Expenses	-	-	0.6	0.7	0.9	0.7	1.0	3.3	1.2	0.5	0.6	0.6	2.9	0.6	0.7	0.8	0.9	3.1
Ground Lease Expenses	-	-	8.6	2.9	3.6	3.5	3.5	13.5	4.0	4.0	4.0	4.0	15.8	4.0	4.0	4.0	4.0	15.8
Operating Expenses	5.0	7.2	13.1	5.5	6.7	6.3	6.9	25.5	7.7	7.7	8.1	8.5	31.9	9.0	9.9	11.2	12.7	42.7
Gross Profit	(3.2)	0.4	1.7	0.1	(0.1)	1.0	1.2	2.1	1.0	1.4	2.0	2.5	6.9	3.3	4.7	6.6	8.9	23.6
Depreciation	0.7	2.3	2.7	1.1	1.5	1.8	1.9	6.3	2.0	2.0	2.0	2.0	7.9	2.2	2.2	2.2	2.2	8.8
Loss on Impairment of Long-Lived Assets	0.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
General and Administrative	14.7	15.1	19.4	1.0	1.0	1.4	0.9	4.3	0.6	0.6	0.6	0.6	2.5	1.5	1.5	1.5	1.5	6.0
Employee Compensation and Benefits	-	-	3.6	4.2	4.3	5.0	3.8	17.3	4.3	4.3	4.3	4.3	17.4	4.0	4.0	4.0	4.0	16.0
Pursuit and Marketing Expenses	-	-	0.4	0.6	0.6	0.6	0.6	2.3	1.1	1.1	1.1	1.1	4.3	0.5	0.5	0.5	0.5	2.0
Total Operating Expenses	15.7	17.4	26.0	6.9	7.4	8.7	7.2	30.1	8.0	8.0	8.0	8.0	32.1	8.2	8.2	8.2	8.2	32.8
Operating Income	(18.9)	(17.0)	(24.4)	(6.8)	(7.5)	(7.7)	(6.0)	(28.0)	(7.0)	(6.6)	(6.1)	(5.5)	(25.1)	(4.9)	(3.5)	(1.6)	0.7	(9.2)
Interest Expense, net	-	0.5	0.7	0.1	0.1	0.3	0.8	1.4	1.3	0.9	0.9	0.9	3.9	0.9	0.9	0.9	0.9	3.6
Other	(0.1)	(0.7)	(2.0)	(0.4)	(0.2)	(0.3)	0.0	(0.8)	(0.1)	(0.1)	(0.1)	(0.1)	(0.3)	(0.1)	(0.1)	(0.1)	(0.1)	(0.3)
Unrealized (gain)/loss on warrants	(5.1)	8.6	34.5	2.5	(21.8)	(3.0)	(13.6)	(35.9)	0.8	0.8	0.8	0.8	3.2	-	-	-	-	-
Loss on Extinguishment of Note Payable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Profit Before Taxes	(13.7)	(25.4)	(57.6)	(9.1)	14.4	(4.7)	6.7	7.3	(9.0)	(8.2)	(7.6)	(7.1)	(31.9)	(5.7)	(4.3)	(2.4)	(0.1)	(12.5)
Provision for Income Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Income	(13.7)	(25.4)	(57.6)	(9.1)	14.4	(4.7)	6.7	7.3	(9.0)	(8.2)	(7.6)	(7.1)	(31.9)	(5.7)	(4.3)	(2.4)	(0.1)	(12.5)
Non-Controlling Interest	(10.5)	(9.3)	(8.5)	(2.8)	(3.1)	(2.8)	(2.9)	(11.5)	(3.4)	(0.8)	(0.8)	(0.7)	(5.7)	(0.6)	(0.4)	(0.2)	(0.0)	(1.2)
Net Income To Common Stkhldrs	(3.2)	(16.2)	(49.2)	(6.4)	17.5	(1.9)	9.6	18.8	(5.6)	(7.3)	(6.9)	(6.4)	(26.2)	(5.1)	(3.9)	(2.2)	(0.1)	(11.2)
Basic EPS	\$ (0.23)	\$ (0.98)	\$ (1.91)	\$ (0.19)	\$ 0.52	\$ (0.06)	\$ 0.28	\$ 0.56	\$ (0.16)	\$ (0.21)	\$ (0.20)	\$ (0.18)	\$ (0.75)	\$ (0.14)	\$ (0.11)	\$ (0.06)	\$ (0.00)	\$ (0.32)
Diluted EPS	\$ (0.23)	\$ (0.98)	\$ (1.91)	\$ (0.19)	\$ 0.18	\$ (0.06)	\$ 0.15	\$ 0.09	\$ (0.16)	\$ (0.21)	\$ (0.20)	\$ (0.18)	\$ (0.75)	\$ (0.14)	\$ (0.11)	\$ (0.06)	\$ (0.00)	\$ (0.32)
WTD Shares Out - Basic	14.0	16.5	25.7	33.7	33.8	33.9	33.9	33.8	34.1	34.5	34.9	35.3	34.7	35.4	35.4	35.4	35.4	34.7
WTD Shares Out - Diluted	14.0	16.5	25.7	33.7	33.7	33.9	33.9	33.8	34.1	34.5	34.9	35.3	34.7	35.4	35.4	35.4	35.4	34.7
EBITDA	(18.2)	(14.7)	(21.7)	(5.7)	(6.0)	(5.9)	(4.1)	(21.7)	(5.0)	(4.6)	(4.1)	(3.5)	(17.2)	(2.6)	(1.2)	0.7	3.0	(0.1)
Adjusted EBITDA	\$ (17.9)	\$ (10.6)	\$ (13.2)	\$ (3.3)	\$ (3.0)	\$ (2.3)	\$ (1.8)	\$ (13.3)	\$ (1.5)	\$ (3.6)	\$ (3.1)	\$ (2.5)	\$ (10.7)	\$ (2.6)	\$ (1.2)	\$ 0.7	\$ 3.0	\$ (0.1)
Margin Analysis																		
Gross Margin	-173.5%	5.4%	11.4%	1.3%	-2.0%	13.5%	14.3%	7.6%	12.0%	15.5%	19.5%	23.1%	17.9%	27.2%	32.2%	37.1%	41.2%	35.5%
Operating Margin	-1022.1%	-224.3%	-165.0%	-122.0%	-114.3%	-105.2%	-74.4%	-101.8%	-79.9%	-72.6%	-60.5%	-49.9%	-64.7%	-39.4%	-24.0%	-9.1%	3.3%	-14.0%
EBITDA Margin	-971.0%	-139.6%	-89.4%	-59.2%	-45.8%	-31.2%	-22.8%	-48.2%	-17.1%	-40.0%	-30.8%	-22.9%	-27.6%	-20.8%	-8.4%	3.8%	13.9%	-0.2%
Pre-Tax Margin	-741.4%	-335.9%	-390.4%	-163.2%	217.9%	-63.7%	83.7%	26.6%	-102.8%	-89.7%	-76.3%	-64.4%	-82.0%	-46.0%	-29.6%	-13.7%	-0.4%	-18.9%
Net Income Margin	-741.4%	-335.9%	-390.4%	-163.2%	217.9%	-63.7%	83.7%	26.6%	-102.8%	-89.7%	-76.3%	-64.4%	-82.0%	-46.0%	-29.6%	-13.7%	-0.4%	-18.9%
Tax Rate	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Rate YY																		
Total Revenue	16.9%	310.6%	94.9%	132.7%	82.1%	78.2%	73.6%	86.6%	56.0%	38.1%	37.2%	36.4%	41.0%	41.1%	60.2%	77.1%	96.8%	70.6%
Total cost of revenues	68.2%	11.1%	49.7%	24.3%	41.3%	64.2%	-28.4%	15.6%	16.3%	8.3%	-7.5%	12.1%	6.5%	2.3%	2.3%	2.3%	2.3%	2.3%
Operating Income	54.6%	-9.9%	43.4%	30.6%	51.8%	57.9%	-35.6%	15.1%	2.2%	-12.3%	-21.1%	-8.6%	-10.4%	-30.4%	-46.9%	-73.4%	-113.2%	-63.2%
Pre-Tax Income	0.5%	86.0%	126.5%	-57.0%	244.8%	-77.5%	-133.9%	-112.7%	-1.7%	-156.8%	64.4%	-205.0%	-535.2%	-36.9%	-47.1%	-68.3%	-98.7%	-60.8%
Net Income	0.5%	86.0%	126.5%	-57.0%	244.8%	-77.5%	-133.9%	-112.7%	-1.7%	-156.8%	64.4%	-205.0%	-535.2%	-36.9%	-47.1%	-68.3%	-98.7%	-60.8%

Source: Company Reports, Stonegate Capital Partners estimates

CASH FLOW STATEMENT

Sky Harbour Group Corporation Consolidated Cash Flow Statements (\$M) Fiscal Year End: December																		
CASH FLOW	FY 2021	FY 2022	Q1 Mar-23	Q2 Jun-23	Q3 Sep-23	Q4 Dec-23	FY 2023	Q1 Mar-24	Q2 Jun-24	Q3 Sep-24	Q4 Dec-24	FY 2024	Q1 Mar-25	Q2 Jun-25	Q3 Sep-25	Q4 Dec-25	FY 2025	Q1 Mar-26
Operating Activities																		
Net Loss	(13.6)	(13.7)	(8.8)	(1.6)	(2.0)	(13.0)	(25.4)	(21.2)	4.2	(20.7)	(15.9)	(53.7)	(9.1)	14.4	(4.7)	6.7	7.3	(9.0)
Depreciation and Amortization	1.0	0.7	0.5	0.5	0.7	0.6	2.3	0.6	0.6	0.6	0.8	2.7	1.1	1.5	1.8	2.0	6.4	2.0
Straight-line Rent Adjustments	(0.1)	0.0	(0.0)	(0.1)	(0.1)	(0.1)	(0.2)	(0.0)	0.0	(0.1)	(0.1)	(0.1)	(0.3)	(0.2)	(0.3)	(0.2)	(1.0)	(0.4)
Equity Based Compensation	0.2	1.2	0.5	0.6	0.6	0.6	2.3	1.0	1.1	0.9	0.9	3.9	1.2	1.3	2.0	1.2	5.8	1.6
Non-Cash Operating Lease Expense	2.6	2.0	0.5	0.4	0.5	0.7	2.1	0.8	1.1	1.3	1.4	4.7	1.5	1.9	1.9	2.0	7.3	2.3
Realized Gain on Available for Sale Investments	-	-	-	-	-	-	-	-	(0.1)	(0.0)	(0.2)	(0.3)	(0.0)	(0.0)	(0.0)	(0.0)	(0.1)	(0.0)
Gain on Disposition of Assets	-	-	-	-	-	-	-	-	-	(0.0)	0.0	0.0	0.0	0.0	-	0.1	0.1	-
Unrealized Loss on Warrants	-	(5.1)	4.2	(2.6)	(1.6)	8.6	8.6	16.2	(8.2)	16.0	10.6	34.5	2.5	(21.8)	(3.0)	(13.6)	(35.9)	0.8
Other	0.3	0.2	-	-	-	-	-	-	-	-	-	-	-	-	0.1	0.3	0.4	0.8
Cash Flow from operating activities before working capital changes	(9.6)	(14.6)	(3.2)	(2.8)	(1.9)	(2.5)	(10.4)	(2.6)	(1.3)	(1.9)	(2.5)	(8.3)	(3.1)	(2.9)	(2.2)	(1.5)	(9.7)	(1.9)
Accounts Receivable	(0.3)	(2.0)	(0.7)	(1.0)	2.4	(1.1)	(0.4)	(0.7)	0.2	0.8	(1.4)	(1.1)	(0.5)	0.3	1.4	(1.3)	(0.2)	(0.8)
ROU Assets	-	(9.6)	(0.0)	(0.0)	-	-	(0.0)	(0.0)	(0.0)	-	-	(0.0)	-	-	-	-	-	-
Accounts Payable	3.3	(1.3)	(0.7)	2.7	(1.0)	2.1	3.1	(1.2)	0.1	(0.0)	1.4	0.3	(1.4)	1.6	(0.1)	7.4	7.5	(1.2)
Cash flow generated/(absorbed) from operating Activities	(6.6)	(27.5)	(4.6)	(1.2)	(0.5)	(1.5)	(7.7)	(4.4)	(1.0)	(1.2)	(2.5)	(9.1)	(5.1)	(0.9)	(0.9)	4.6	(2.3)	(3.9)
Investing Activities																		
Purchase of Long Lived Assets	(0.2)	(1.1)	(0.2)	(0.0)	(0.4)	(0.2)	(0.8)	(0.3)	(0.4)	(0.6)	(0.9)	(2.3)	(3.5)	(2.7)	(1.5)	(1.8)	(9.5)	(1.6)
Payments for Cost of Construction	(15.8)	(44.9)	(8.9)	(15.6)	(15.5)	(15.3)	(55.4)	(9.1)	(8.9)	(36.1)	(22.2)	(76.3)	(20.2)	(19.2)	(19.1)	(16.2)	(74.7)	(30.5)
Proceeds from Disposition of Long Lived Assets	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0	0.4	0.2	-	0.0	0.6	-
Investment in Notes Receivable	-	(2.2)	(1.3)	(0.7)	(0.0)	-	(2.0)	-	-	-	(1.0)	(1.0)	(0.1)	-	-	-	(0.1)	-
Net Cash Provided by Acquisition of Business	-	-	-	1.8	-	-	1.8	-	-	-	(31.7)	(31.7)	-	-	-	-	-	-
Purchase of Available for Sale Investments	-	(30.0)	-	(3.4)	(2.0)	(49.1)	(54.5)	(95.8)	(56.5)	(54.6)	(37.8)	(244.7)	(51.0)	(113.6)	(23.8)	(13.0)	(201.4)	(83.5)
Purchase of Held to Maturity Investments	-	(193.8)	-	(53.0)	(51.0)	(68.0)	(172.0)	-	-	-	-	-	-	-	-	-	-	-
Proceeds from Available for Sale Investments	-	79.1	6.7	4.8	2.5	54.2	68.2	71.1	82.9	45.2	38.5	237.6	70.0	82.7	54.8	12.9	220.4	20.1
Proceeds from Held to Maturity Investments	-	5.0	40.0	13.4	85.0	60.0	198.4	68.0	3.5	-	2.9	74.4	-	2.4	-	-	2.4	(31.4)
Cash flow generated by Investing Activities	(16.0)	(187.8)	36.3	(52.7)	18.6	(18.4)	(16.3)	33.9	20.7	(46.2)	(52.3)	(43.9)	(4.5)	(50.3)	10.5	(18.0)	(62.3)	(126.9)
Financing Activities																		
Proceeds from Exercise of Warrants	-	0.0	-	0.0	-	-	0.0	1.5	1.5	-	0.1	3.0	-	-	-	-	-	-
Proceeds from Issuance Sky Series A	30.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proceeds from Issuance Sky Series B	55.0	-	-	-	-	-	-	-	-	-	75.2	75.2	-	-	-	-	-	-
Proceeds from Issuance of PIPE Shares	-	45.0	-	-	-	57.3	57.3	-	-	-	75.2	75.2	-	-	-	-	-	-
Proceeds from Issuance of PIPE Warrants	-	-	-	-	-	0.5	0.5	-	-	-	-	-	-	-	-	-	-	-
Proceeds from Yellowstone Trust	-	15.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proceeds from Issuance of Bonds Payable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	150.0
Proceeds from Issuance of Loan Payable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21.1	21.1	29.0
Proceeds from ATM Facility	-	-	-	-	-	-	-	-	0.1	-	1.0	1.1	-	0.3	-	-	0.3	0.5
Principal Payments for loans Payable and Finance Lease	-	-	-	(0.0)	(0.5)	0.5	-	(0.4)	(0.5)	(0.4)	1.3	-	(0.4)	(0.4)	(0.4)	(3.6)	(4.9)	(0.1)
Payments for Equity Issuance Costs	(1.6)	(9.2)	-	-	-	(0.8)	(0.8)	(0.0)	(0.2)	(0.2)	(0.5)	(1.0)	(0.1)	(0.0)	-	-	(0.1)	(0.0)
Refund of Debt Issuance Costs	(6.1)	1.2	-	-	-	-	-	-	-	-	-	-	-	-	(4.4)	4.4	-	-
Payments of Loans Payable	149.2	-	-	-	-	(1.8)	(1.8)	-	-	-	(1.8)	(1.8)	-	-	(7.5)	(7.5)	(3.9)	(3.9)
Payments of Employee Tax Related to Vested Equity Awards	-	-	-	-	-	(0.4)	(0.4)	(0.7)	(0.2)	(0.2)	(0.3)	(1.4)	(0.7)	(0.1)	(0.5)	(0.3)	(1.5)	(0.7)
Cash flow generated/(absorbed) by financing Activities	226.5	52.8	-	(0.0)	(0.5)	55.4	54.9	0.3	0.7	(0.8)	74.9	75.1	(1.2)	(0.3)	(5.2)	14.0	7.3	174.9
Net Cash flow in the year	203.9	(162.5)	31.8	(54.0)	17.6	35.5	30.9	29.7	20.3	(48.1)	20.2	22.1	(10.7)	(51.5)	4.4	0.6	(57.3)	44.1
Cash and Cash Equivalents																		
Beginning Cash balance	0.1	203.9	41.4	73.2	19.2	36.8	41.4	72.3	102.0	122.3	74.2	72.3	94.4	83.7	32.1	36.5	94.4	37.0
Ending Cash balance	203.9	41.4	73.2	19.2	36.8	72.3	72.3	102.0	122.3	74.2	94.4	94.4	83.7	32.1	36.5	37.0	37.0	81.1

Source: Company Reports, Stonegate Capital Partners

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